

## List of Mitigation Measures

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The following list describes mitigation measures and commitments that would be implemented as part of the project to avoid, reduce, or otherwise mitigate environmental impacts associated with the project. The mitigation measures and commitments are not subject to change or modification without prior written approval of the Federal Highway Administration.

### ARIZONA DEPARTMENT OF TRANSPORTATION DESIGN RESPONSIBILITIES

- ▶ During final design, the Arizona Department of Transportation would identify measures to reduce illumination spillover onto sensitive light receptors (typically residential areas). (ref. p. II-31)
- ▶ During final design, the Arizona Department of Transportation would identify measures to reduce glare impacts on a case-by-case basis. (ref. p. II-31)
- ▶ Mitigation considerations for traffic noise exceeding the Federal Highway Administration's noise abatement criteria and the Arizona Department of Transportation noise abatement policy criteria include shifting the roadway horizontal alignment, depressing the roadway, acquiring real property, managing traffic, and constructing noise barriers. The applicability of these options for this project are discussed in the *202L/US60 Traffic Interchange Noise Technical Study* (**Arizona Department Of Transportation 2001d**). Construction of noise barriers is the recommended mitigation measure for this project. (ref. p. III-38)
- ▶ The Arizona Department of Transportation (in coordination with the City of Mesa staff) would identify and incorporate design measures to reduce overall visual impacts resulting from project construction. For all alternatives, structures such as bridges, concrete barriers, and retaining walls would be designed to use materials with color and texture qualities similar to the surrounding landscape. Special detailing would be considered at specific locations to harmonize the structures with their surroundings. (ref. p. III-42)
- ▶ Landscaping plans would be developed in coordination with the Arizona Department of Transportation Roadside Development Section and the Arizona Department of Water Resources to ensure that the appropriate materials are used along the 202L/US60 project in accordance with the Phoenix Active Management Area. (ref. p. III-42)
- ▶ The Arizona Department of Transportation would prepare a Storm Water Pollution Prevention Plan. (ref. p. III-48)

- ▶ In compliance with Executive Order 13112 regarding invasive species, all disturbed areas that would not be landscaped or otherwise permanently stabilized by construction would be seeded using species native to the project vicinity. (ref. p. III-51)
- ▶ Protected native plants within the construction limits would be affected by the project; therefore, the Arizona Department of Transportation Roadside Development Section shall notify the Arizona Department of Agriculture at least 60 days before the start of construction to afford commercial salvagers the opportunity to remove and salvage these plants. (ref. p. III-51)
- ▶ During final design, the Arizona Department of Transportation would coordinate with potentially affected public services in planning traffic control measures. (ref. p. III-54)

### **ARIZONA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY RESPONSIBILITIES**

- ▶ An acquisition and relocation assistance program would be conducted in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970 (49 Code of Federal Regulations Part 24) that identifies the process, procedures, and time frame for right-of-way acquisition and relocation of affected residents or businesses. Replacement housing is available in the general area; however, last resort housing would be provided if it is found that sufficient, comparable housing is not available. (ref. p. III-22, Appendix C)
- ▶ If necessary, specific relocation plans would be developed to assist residents of displaced mobile homes to find alternative sites for their mobile homes. The plans would address the issue of providing mobile home park sites that have access to schools and other family-related social services for those residents who have such needs. (ref. p. III-22)
- ▶ Any structures to be demolished would be investigated for asbestos. All applicable federal regulations and guidelines concerning the identification, removal and disposal of asbestos would be adhered to, including U.S. Environmental Protection Agency National Emission Standards for Hazardous Air Pollutants, Occupational Health and Safety Administration regulations, and Resource and Conservation Recovery Act requirements for solid waste disposal. (ref. p. III-24)

### **ARIZONA DEPARTMENT OF TRANSPORTATION DISTRICT CONSTRUCTION RESPONSIBILITY**

- ▶ During construction, ADOT District office would coordinate with local businesses to ensure reasonable access to businesses would be maintained during regular operating hours. (ref p. III-23)

- ▶ Because a National Pollutant Discharge Elimination System permit would be required, the Arizona Department of Transportation District Construction Office would submit a Notice of Intent and a Notice of Termination to the U.S. Environmental Protection Agency and copies to the Arizona Department of Environmental Quality. (ref. p. III-48)

## CONTRACTOR RESPONSIBILITY

- ▶ In accordance with Maricopa County Rule 310, *Fugitive Dust Ordinance*, before beginning construction, an approved *Application for Earth Moving Permit, Demolition, and Dust Control Plan* would be obtained from the Maricopa County Environmental Services Department. The permit would describe measures to control and regulate air pollutant emissions during construction. (ref p. III-30, III-54, Appendix D)
- ▶ To reduce air quality impacts during construction, control measures that would be implemented at the construction site include, but are not limited to, the following: (ref. p.III-29)
  - Site Preparation
    - Minimize land disturbance.
    - Use watering trucks to minimize dust.
    - Cover materials (dirt) when hauling.
    - Stabilize the surface of dirt piles if not removed immediately.
    - Use windbreaks to prevent dust pollution.
    - Limit vehicular paths and stabilize temporary roads.
  - Construction
    - Cover truck contents when transferring materials.
    - Use dust suppressants on unpaved paths.
    - Minimize unnecessary vehicular and machinery activities.
    - Minimize dirt track-out by washing or cleaning trucks before leaving the construction site (alternative to this strategy is to pave a few hundred feet of the exit road, just before entrance to the public road).
  - Post Construction
    - Revegetate any disturbed land not used.

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- Remove unused material.
  - Remove dirt piles.
  - Revegetate all vehicular paths created during construction to avoid future off-road vehicular activities.
- ▶ In order to minimize the amount of emissions generated by traffic during construction, every effort would be made during the construction phase to limit disruption to traffic, especially during peak travel periods. (ref. p. III-30)
- ▶ To minimize noise impacts from construction activities, the following measures would be taken: (ref. p. III-40)
  - All exhaust systems on equipment would be in good working order.
  - Properly designed engine enclosures and intake silencers would be used where appropriate.
  - Equipment would be maintained on a regular basis. New equipment subject to new product emission standards.
  - Stationary equipment would be located as far away from sensitive receptors as possible.
  - The public would be adequately notified of construction operations. Methods, such as the provision of construction alert publications, would be provided to handle concerns in an expeditious manner.
- ▶ The Clean Water Act Section 401 Water Quality Certification would be adhered to as issued by the Arizona Department of Environmental Quality. (ref. p. III-48)
- ▶ Because a National Pollution Discharge Elimination System permit would be required, the contractor would submit a Notice of Intent and a Notice of Termination to the U. S. Environmental Protection Agency and copies to the Arizona Department of Environmental Quality. (ref. p. III-48)
- ▶ In compliance with Executive Order 13112 regarding invasive species, all earth-moving and hauling equipment would be washed at their storage facility before arriving on site to prevent the introduction of invasive species. (ref. p. III-51)
- ▶ In compliance with Executive Order 13112 regarding invasive species, all disturbed areas that will not be landscaped or otherwise permanently stabilized by construction would be seeded using species native to the project vicinity. (ref. p. III-51)